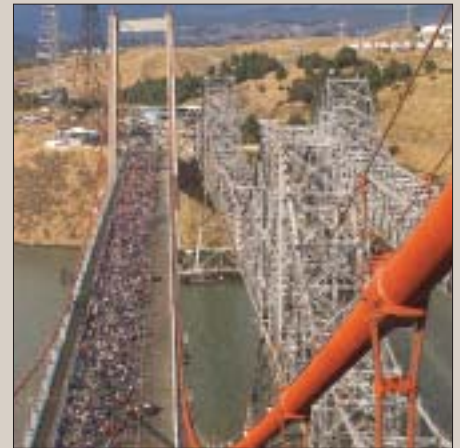




Bay Area Transportation State of the System 2003



METROPOLITAN TRANSPORTATION COMMISSION and CALTRANS DISTRICT 4



Bay Area Transportation: State of the System 2003

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Joseph P. Bort MetroCenter
101 Eighth Street, Oakland, California 94607-4700
TEL. 510.464.7700
TDD/TTY 510.464.7769
FAX 510.464.7848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov



Caltrans – District 4
111 Grand Avenue
Oakland, California 94612-3717
TEL. 510.286.4444
TDD/TTY 510.286.4454
FAX 510.286.6299
E-MAIL infod4@dot.ca.gov
WEB www.dot.ca.gov/dist4/

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The Authoring Agencies

Metropolitan Transportation Commission (MTC)

MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The agency also helps to monitor and — in concert with Caltrans and others — to improve the operation of the regional transportation network.

Caltrans District 4

Caltrans District 4 is the operating arm of the California Department of Transportation (Caltrans) for the nine-county San Francisco Bay Area. Caltrans is responsible for the planning, design, construction, maintenance and operation of the state highway system (and the Interstate Highway System in California), and is the state's overall manager of inter-regional transportation services.

To Users of the Bay Area Transportation System

We are pleased to present *Bay Area Transportation: State of the System 2003*, a digest of key data on the performance of the region's transportation network and facilities. This is the second in an annual series of reports inaugurated last year by the Metropolitan Transportation Commission (MTC) and Caltrans District 4. In this collaborative effort, we compile, display and briefly comment on statistics that reveal how the Bay Area transportation system is performing and how travel conditions are changing. Taken together, the many pieces of data included in this report combine to provide a comprehensive overview of the state of transportation in the Bay Area.

In 2002, the year covered by this report, continued sluggishness in the region's economy eased the demands placed on the Bay Area's transportation system. The effects of this trend are evident in the data presented here. Some highlights include:

- a 5 percent reduction in congestion on the region's freeways — on top of a 12 percent decline in 2001 (pages 8–11);
- a 3 percent reduction in transit ridership (pages 28–29);
- a decline of 7 percent in the number of passengers flying into or out of Bay Area airports (page 48).

While congestion reduction caused by an economic slowdown is at best a mixed blessing, reductions in the number of collisions involving injuries and fatalities is always a welcome development, and this was another noteworthy highlight in 2002 (pages 32–33). Motor vehicle collisions involving pedestrians and cyclists also were down last year, for the fifth year in a row (pages 34–35).

This year we have added data on transit travel times to the section on “Selected Commute Times” (pages 12–15), which last year featured freeway drive times only. This addition makes for interesting comparisons between the two modes on popular commute routes to San Francisco, Oakland and San Jose. We also have added information on pedestrian- and bicyclist-involved collisions by jurisdiction (pages 34–35, and Appendix C), which greatly expands the detail provided on this important measure of transportation safety.

We invite you to page through this sophomore issue of the *State of the System* report. We hope that you will find its contents informative and useful, and we welcome your comments as to both subject matter and presentation.

On behalf of the Metropolitan Transportation Commission and Caltrans District 4, thank you for your interest in Bay Area transportation.

Sincerely,

Steve Heminger
Executive Director
Metropolitan Transportation
Commission

Bijan Sartipi
District Director
Caltrans District 4